





## THE CHINA MAIL.

**DISTRICT AND MILITARY DISCOURSE.**—Commenting on the recent events in the Coldstream Guards, the New York *Commercial Advertiser* points out that the tiny American army is becoming more unpopular every year, and that in each case the cause is probably the same, namely, the distrust for army life which democracy creates. Can it be that our troubles are of our own making? Can it be that our army is not popular? Can it be that our army is not popular?—A survival of feudalism, in the midst of a state of society to which feudalism is totally alien? We fear that this is but too true. Else why do so many of the rank and file of our army find the life of a private soldier so abiding as to be absolutely intolerable? Their pay is liberal, their rations abundant, their physical comfort in every way closely looked after. And yet they are profoundly dissatisfied with their life. And the reason is that life is profoundly out of harmony with their environment.

**Recent failures among Chinese traders at Singapore.**—The *Advertiser* calls attention to shortcomings in the commercial laws there as to fraudulent bankruptcy. At present, Chinese dealers have every facility to fail, and to defraud their creditors by making away with most of the assets. The application of European ideas in legislation to Asiatics is said to lie at the root of the evil. The idea of compulsory bookkeeping in Malay by Asiatic traders finds no favour with the Government and the only course seems to be for the European firms to combine to refuse dealing with Asiatics, who do not keep the books. Malay or Dutch, but the idea of force will hardly be resented by a large Chinese trader, who would be unable to meet most of their liability in easily portable valuables and readily find means for embezzlement, when failure is at hand. They are not scrupulous in the manner to enrich themselves, and have little for the public announcement of insolvency. In the struggle for gain with the European wholesale houses, a Chinese trader sticks at nothing to secure success. As matters now stand, not much can be made out of the books of Asiatic insolvents. They deposit their savings in jewels or banknotes with relatives or intimate friends. Goods they can easily make away with in their places of business or residence. In such cases, failure generally results in the creditors securing a trifling dividend while the debtors get whitewashed, and with a handsome profit to enter into business again under a new name through some man of straw. Unsound as the state of things is, the Government finds difficulties in the way of amendment.

The *Ji Shimp* publishes a letter from its Soul correspondent on the subject of the rumour of trouble in the Korean capital. The communication is dated the 11th and 12th Sept., and runs as follows:—“After his return from captivity in China, the Tai-on-kun lived in strict seclusion, but suddenly he was sent to the King and questioned as to his real intentions, and it was found that he had given up his old status and was returning to the old state and was welcomed by the King. His connection was reported to be always political, and much uneasiness was felt by the Government. The Min family regarded the position as one of danger, but as the Tai-on-kun is the King's father, he cannot be summoned to Court and questioned as to his real intentions, nor does any one dare to put a direct query to him at his own house. Many rumours are afloat. Some allege that the Tai-on-kun has always desired to see Korea under Chinese protection, and that as he deems the present time critical, he is resolved to attempt the consummation of his wish. Others are of opinion that his activity is primarily caused by his enmity to the Min family, whose power and influence in the State is too great to be overlooked. Another explanation is that the Tai-on-kun has been appointed as the Min's representative, who has consulted him in respect of many important affairs, among them being the Quelpa disturbance, which is regarded as a favourable opportunity to sever the relations between Japan and Korea. The truth still has to be elucidated.”—Japan.

**THE SANITARY BOARD.**—A meeting of the Sanitary Board was held this afternoon. Hon J. H. Stewart Lockhart, Registrar General, presided, and there were also present Dr. Ayres, Colonial Surgeon, Mr G. Horncastle, Acting Captain Superintendent of Police, Mr J. J. Francis, Q.C., and Mr J. D. Humphreys and Mr H. McCallum, Sanitary Superintendent.

**THE HYDRA AND THE BELLEROPHON.**—Mr. Humphreys proposed that Dr Ho Kai, Dr Caillie and the Colonial Surgeon be requested to act as a committee to consider the question of the *Hypox*.

Mr Francis—Dr Caillie will not serve on it.

The Colonial Surgeon—There is no use my discussing with two men who are dead against me. We shall never arrive at anything. You can take Dr Caillie's and Dr Ho Kai's opinion at once. I have already put my opinion on paper that the *Hypox* can be used. There is already a ship on board and six small-pox patients.

Mr Humphreys' motion was seconded.

At a subsequent stage a letter from Dr Atkinson was read, reporting that three cases of small-pox had been removed from the *Bellerophon* to the *Hypox*.

The Colonial Surgeon—Three more cases were received to-day from the same ship and there are now in the *Bellerophon* three engineers, two officers and a steward. The ship is now in the port of Malacca in Singapore and it took no trouble to protect it in any way, although coming from a small-pox place and carrying emigrants who all suffered or less from small-pox. They had some small-pox cases on board, and they had at least one death to my knowledge—whether more I cannot say—before they got to Penang. Beyond cleaning the ship nothing seems to have been done to protect the crew. They came on here with 500 Chinese. The only cases have been among the crew, and the infection came to them from the Jewish passengers. There has not been time for the Chinese to give it to them as the Chinese had not been on board 12 days. In being quarantined, I think the ship only gets what it thoroughly deserves. They had a surgeon on board and a couple of shillings' worth of vaccines would have sufficed to protect the crew and took after the emigrants only a few days.

Mr Francis asked why the notice to the Board had not come from the Health Officer.

The Colonial Surgeon—The Medical Officer of Health has no connection with the Board. Dr Atkinson gave this information to me, a matter of course.

Mr Francis—What steps are being taken to segregate the Chinese?

The Colonial Surgeon—They are on board the ship. They are segregated as far as possible from the crew. No case has occurred among them. The ship is now to be sent among the crew only on medical board. The case was removed immediately, and there is no fear of infection as far as the Chinese are concerned. Those attacked were only in the first fever stage. I propose that the Chinese emigrants be vaccinated and sent ashore.

Mr Francis—That is an illustration of how powerless the Board is to say one single word in a matter that concerns the health of the Colony. The Colonial Surgeon can do just what he likes, carry out any theory he thinks fit and the Sanitary Board cannot interfere with his discretion.

The Colonial Surgeon—No Sanitary Board has power over quarantine.

Mr Francis—We are responsible for the health of the Colony and we have no power to prevent these 500 Chinese being put on shore.

The Colonial Surgeon—I am responsible to the Government for what I advise, but Dr Francis, Dr Ho Kai and Dr Caillie are not responsible to anybody for what they advise.

Mr Francis—The Sanitary Board might have a resolution that it was inadvisable for a Chinese to land, and the Colonial Surgeon might land them to-morrow.

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# THE CHINA MAIL.

No. 8950.—OCTOBER 2, 1891.

## Mails.

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## Intimations.

## Merchant Vessels in Hongkong Harbour.

CANADIAN PACIFIC RAILWAY'S  
ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of Japan | Tuesday | 13th Oct.

Empress of China | Tuesday | 10th Nov.

Empress of India | Tuesday | 8th Dec.

THE R. M. S. EMPRESS OF JAPAN, 5,000 tons, Captain G. A. Lee, R.M., sailing at Noon on TUESDAY, the 13th October, with Her Majesty the Queen, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.  
(In Mexican Dollars.)

From HONGKONG, FIRST CLASS.

TO  
Our way  
One way  
4  
Mos  
12  
Mos  
Return

Vancouver, Victoria, Esquimalt, N. W. West-  
minster, B.C. ....

Port Townsend, Seattle, Tacoma, Wash. ....

Portland, Ore., San Fran-  
cisco, ....

Bain, Ushuaia, Albu-  
querque, ....

Winnipeg, Man., Minneapolis, St. Paul, Du-  
luth, Minn. ....

Chicago, Ill., Kansas City, St. Louis, Mo. ....

Milwaukee, Wis. ....

Detroit, Mich., Cincinnati, Cleveland, Columbus, O. ....

Hamilton, London, Toronto, Ont., ...

Buffalo, Niagara Falls, N.Y. ....

Kingston, Ottawa, Ont.,

Montreal, Quebec, Que. ....

New York, Albany, Troy, Rochester, N.Y. ....

Baltimore, Md., Philadel-  
phia, Pittsburgh, Pa. ....

Washington, D.C., Boston, Mass. ....

Fordland, N.S., St. John, N.B. ....

Liverpool and London via Liverpool. ....

Paris via Liverpool and London. ....

Havre, via Liverpool. ....

Bremen, " ....

Hamburg, " ....

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steamer Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

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Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canada and all United States Points.

General Invoices of Goods for United States Points should be forwarded by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For Further Information as to Passage and Freight, apply to

DODWELL, GARNILL & CO., Agents.

Hongkong, September 22, 1891. 1817

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SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG,  
GENT, TUESDAY, October 20.

BELGIUM, TUESDAY, Nov. 12.

SPAIN, TUESDAY, Dec. 8.

THE Steamship GAIJO will be  
despatched for San Francisco, via Yokohama, on TUESDAY, 24th October, 1891, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt, N.W. West-  
minster, Port Town, \$225.00

and Seattle, Tacoma, Port-  
land, O. ....

To Liverpool and London. ....

To Paris and Bremen. ....

To Havre and Hamburg. ....

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

Passengers by the Line have the option of passing Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

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12 " " 593.75

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embarking at San Francisco for China or

Japan (or vice versa) within one year, will be

allowed a discount of 10%.

The above does not apply to "short" fares from China

and Japan to Europe.

All Passage Tickets should be marked to

address in full, and same will be received

the day the Company's Office until 5 p.m. the

at previous to sailing.

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Company's Office, addressed to the Col-  
lector of Customs, San Francisco.

For further information as to Freight

or Passage, apply to the Agency of the

Company, No. 72, Queen Road Central,

J. S. VAN BUREN,

Agent.

Hongkong, September 22, 1891. 1854

## Mails.

## Mails.

## Intimations.

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The Rapids of the Upper Yang-tse.

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Special Observations.

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Ch'uan-ch'ien and the Kung-t'an River.

Up the Kia-ling River.

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The Wilds of Hu-peh.

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(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the

Student's Reading Room and Library.

Address to

JOHN C. THOMSON,

Gen. Sec. to the College.

Hongkong, February 26, 1891.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Harbour *c*. Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's to the P. & O. Co.'s Office.

5. From P. & O. Co.'s Office to Pedder's Wharf.

6. From Pedder's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

## SHIPPING IN CHINA, JAPAN, PHILIPPINES & Siam WATERS.

### WEHAMPOA.

Yacht & B.R. *Indonesia*.

Canton Brit. str.

Chi Yuen Chi str.

Hangchow Brit. str.

Lyceemoon Ger. str.

### AMOY.

In port on September 26, 1891.

### MERCHANT STEAMERS

Lemon British

Tai Yick German

MERCHANT SAILING VESSEL

Angle Indian Brit. bge.

A. J. Marshall Brit. bge.

Augusta Ger. bge.

Else Ger. bge.

Elizabeth Ger. bge.

Sebastian Bach Brit. bge.

### FOOCHOW.

In port on September 26, 1891.

### MERCHANT STEAMERS